LP
F
5012
1860
M2f

F1028
1860 M2P

MESSAGE.

EDMUND HEAD.

THE GOVERNOR GENERAL transmits, for the information of both Houses of the Legislature, the following Correspondence on the subject of the arrangements for the transport of Prussian and United States Mails between Europe and America, by the Canadian Line of Steamships.

GOVERNMENT HOUSE,
Quebec, 5th March, 1860.

HOTEL D'ANGLETERRE,
Berlin, 17th December, 1859.

Sir,

Referring to the interview with which I have this day been favored by your Excellency, I have now the honor to inform you that a Line of Atlantic Steamers was established in 1856, by the Montreal Ocean Steamship Company, under contract with the Government of Canada, for the conveyance of Mails between Great Britain and America. This Line has been in successful operation since that time, and at the beginning of this year the service which was formerly fortnightly in summer, and monthly in winter, has been converted into a Weekly Service throughout the year. The contract has thus far been most satisfactorily performed, and I beg leave to enclose a Table shewing the length of time occupied by the Vessels of the Line in their voyages, which is superior to that of any other Line for speed, and is only approached, but not equalled, by the Cunard Line.

The Grand Trunk Railway Company of Canada has within the last month completed its line of Railway, which, in consequence of the opening of the Victoria Bridge across the River St. Lawrence at Montreal, extends without any break from Portland in the United States, and from Rivière-du-Loup on the St. Lawrence, 110 English miles below Quebec, to Detroit in the State of Michigan, a distance of over 850 English miles.

The final completion of this Railway, and of the Victoria Bridge, and the satisfactory performance of the Mail Service by the Montreal Ocean

Steamship Company, afforded an opportunity for an arrangement being made between the United States and Canadian Governments, for the transport of United States Mails across the Atlantic, which could not previously have been entered into; and taking advantage of these circumstances, I entered into the necessary negotiations on the subject with the United States Government.

That Government at once made an arrangement with me for the conveyance of their Mails between Portland and Detroit, and between all parts of the United States Union, and Europe, for the sea rate of postage only, (being the same rate as by the Cunard Steamship Line,) and in order to carry it into complete effect, I proceeded at once to England with a communication, (a copy of which I enclose,) from the Postmaster General of the United States to the Postmaster General of Great Britain, requesting the sanction of the latter to the arrangement. This sanction was granted immediately by the Postmaster General, and the service commenced on the 30th November last by the ship "Nova Scotian" which sailed from Liverpool on that day for Portland, United States. Mails from Chicago, Detroit, and other Western States,---and correspondences from other States of the Union were also despatched by the "Hungarian" from Portland on the 26th November last, and I am happy to inform your Excellency that these Chicago mails were delivered in London within twelve days after the date of despatch from Chicago being a saving of three days over every other Route.

By these arrangements also the Steamers touch at the Port of Cork, the extreme South-West of Ireland to land and to receive the mails, in consequence thereof on the outward voyage there is a gain of twenty-four hours in point of time, inasmuch as mails are made up in London on Wednesday of each week instead of on Tuesday as heretofore,---and on the homeward voyage the mails being landed at Cork will necessarily escape the uncertainty of navigation in the St. George's Channel between England and Ireland,---arising from fogs and other causes.

Telegraphic despatches for the continent of America can now be sent to Cork on each Thursday to be forwarded by the ship which sailed from Liverpool the previous day, thus affecting a gain of nearly two days in the time for fowarding such messages.

These arrangements offer to your Excellency the following advantages.

That mails can be sent a day later than formerly. That Telegraphic messages can be sent two days later.

That Portland is 340 English miles further East than New York, and therefore the mails will be landed sooner than if fowarded *viâ* New York.

And from Portland they are despatched to all parts of the American union by Railway. The advantage being that such distance is accomplished by Railway instead of by Ocean Steamer.

The same can be said with greater force as to the summer service, as Rivière-du-Loup is 590 miles (english) nearer to Europe than New York, in addition to which the distance from Belle Isle (the most Easterly point of America to Rivière-du-Loup is 640 english miles of river navigation, and consequently of calm water, making a still further gain to the Route taken by the Canadian Steamers.

The printed table enclosed will show clearly the advantages in point of time possessed by this Route, and the distances are derived from accurate and authentic sources.

I may remark that the Postmaster General of Great Britain not only gave his assent to this arrangement, but in addition engaged special trains to convey the mails for these ships between Dublin and Cork, and has likewise directed that an officer should be placed on board each ship to assort the letters during the voyage across the Atlantic.

Up to the present time there has been but one regular weekly line of steamers conveying United States Mails sailing between Europe and America, but by these arrangements a regular *semi weekly* communication is established, and nothing remains, if your Excellency is desirous of availing yourself of the advantages now offered, but that you should, with the sanction of the British Governement, forward closed Mails for Boston, New-York and other United States cities, *twice a week*, *vid* England instead of once a week as at present---such mails to secure despatch by these steamers should reach London on Wednesday not later than 6 o'clock P. M., and should leave different parts of Prussia in time to insure such arrival.

The railway map of the United States and Canada, which accompanies this letter will exhibit to your Excellency a full explanation of the American railway system, and the routes marked in red shew the great proposed mail routes of the two countries, from Portland, and the different localities to be served thereby.

I would further take the liberty of informing your Excellency that the British Post Office authorities have advertized these arrangements in their official paper, a copy of which has no doubt been furnished to the Prussian Post Office Department, and an invitation given to your Excellency to avail yourself of the advantages offered by them.

The French Director General of Posts upon becoming aware of these arrangements immediately applied to the Postmaster general at London, for permission to forward closed mails for the United States by the Canadian line, and this was granted at once.

The immense advantages afforded by a regular semi weekly communication to the inhabitants of Prussia, enjoying as they do such intimate and important commercial and other relations with the people of the American continent, will no doubt impress itself upon your Excellency's atten-

tion, and as the correspondence will not be subjected to any additional charge, and as no additional expense is incurred by taking advantage of the line of communication which I have now the honor to submit, I would venture to solicit from your Excellency an early and favourable consideration of the subject,

I have the honor to be,
Sir,
&c., &c., &c.,

(Signed,) SIDNEY SMITH,
P. M. General of Canada.

To His Excellency
Herrn Von Der Heydt,
Berlin, (Prussia.)

Hotel de France,
Brussels, 2nd January, 1860.

Sir,

I have the honor to inform your Excellency that, since I was favoured with an interview, I have made arrangement with the Directeur Général des Postes for the transport of the French closed mails between Europe and America by Canadian Line of Mail Steamers.

I annex* an extract from the letter received from him in answer to my communication on this subject, from which your Excellency will see the light in which the matter is viewed in France. I trust I will not be considered importunate in again calling your Excellency's attention to the matter, and asking an early reply to my former communication.

I expect to leave for America by the 10th instant, and will be greatly obliged by an answer directed to me at London.

I have the honor,
&c., &c, &c.,

(Signed,) SIDNEY SMITH. P. M. G.

His Excellency,
Herrn Von Der Heydt,
&c., &c., &c.

---

* See extract annexed to letter dated 2nd January, from the Honorable Sidney Smith, to M. Masui, Brussels.

Submarine Telegraph Despatch.

GENERAL POST OFFICE,
Berlin, 12*th January*, 1860.

On the subject of your letter to M. Von Der Heydt, of 19th ultimo, negotiations with the Post Office Department in Washington will be opened. The result shall be communicated to you in America.

(Signed) SCHMUEKERT.

To Mr. SIDNEY SMITH,
Postmaster General of Canada,
London,
England.

3rd Session, 6th Parliament, 23 Victoria, 1860.

MESSAGE.

On the subject of the arrangements for the transport of Prussian and United States Mails between Europe and America by the Canadian Line of Steamships.

Presented to both Houses of the Legislature, Monday, 5th March, 1860.

S. Derbishire & G. Desbarats, Queen's Printer.